

6. Assurance #21

Compatible Land Use

- Residential Dwellings
- Airparks



ASSURANCE 21

The sponsor

“...will take appropriate action, including the adoption of zoning laws, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes consistent with normal airport operations...”

COMPLIANCE WITH ASSURANCE 21

- **No incompatible land uses in the immediate vicinity of the airport over which the airport owner has jurisdiction, as well as on the airport where an airport sponsor has complete control**

**Airport Home
Complete with Hot-Tub!**





**All the
comforts
of a home**

Bringing Housing to the Airport

- Vehicle & pedestrian deviations
- Lost credibility to control off-airport land uses
- Safety and Security issues

Bringing Housing to the Airport

- Private ownership & quality of life issues trump airport needs
- Future access restrictions

Bringing Housing to the Airport

- Inconsistent with the FAA's noise abatement and mitigation programs**
- Weakens TSA efforts to reinforce access and perimeter controls**
- Undermines the public investment for noise, safety, and security**

Airparks

- Airparks are operated for the benefit of private property owners from fees collected from users and homeowners**
- Airparks require though-the-fence access**
- Safety and security policies are likely dictated by local homeowner CC&R's**

Federally Obligated Public Airports

- Airports are operated for the benefit of the general public with support from public taxes**
- Through-the-fence access is not required and not supported by the FAA**
- Must meet higher standards of safety, security, airport design, and compliance with Federal requirements**

COMPLIANCE REQUIREMENT

**FAA must object to
incompatible airport uses**

- Residential dwellings**
- Residential airparks**

Airport Economics 101

- Overall, land values are high**
- Airport land and rates are reasonable and sometimes cheap**
- Airport land is accessible and terms are attractive**
- Airports tend to accept development proposals rather than drive land uses**

Airport Economics 101

-FBO versus Hangars

FBO provides a direct public aeronautical service

Hangars provide an exclusive public service

Exclusive services are created to serve all needs and maximize return

Airport Management 101

-Sponsor must control land uses

Lease negotiations

Lease agreements

Rules and regulations

Minimum standards

Contract compliance

Assurance 21

Compatible Land Use

End of Topic



Assurance 21

Compatible Land Use

Discussion

Questions, Comments, Anecdotes



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Location

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END OF TOPIC # 6
Compatible Land Use

